Hull and deck. MODERN TECHNOLOGY AND QUALITY.
The hull is made in vacuum technology using osmosis-resistant isophthalic polyester resins and gelcoats. Bottom: long keel with lead ballast monolithically integrated with the hull, combined with GRP grate, create a solid backbone for the boat. Engine base is welded together with the grate. Bulkheads are mounted on the grate and laminated at both sides. Centreboard case is monolithically laminated in the shallow keel. Profiled centreboard made of GRP. Centreboard blocks supported on acid resistant AISI 316L steel needle bearings. Boards above the waterline are made in sandwich technology using layered PVC foam (DIVINYCELL), which provides additional insulation. As standard, hull and deck are made using white gelcoat, with grey decorative lines above the waterline (also gelcoat). The deck is made in vacuum technology. Bow-deck, mid-deck, coach roof, seats and floor in the cockpit, as well as transom steps are made in sandwich technology using layered PVC foam with closed cells (DIVINYCELL).

Deck and deck hardware. ELEGANCE, DURABILITY, COMFORT.
Attention to detail - all hardware is either chrome or black. All “cheap plastic” elements eliminated in order to enhance appearance. Numerous teak elements in standard: cockpit seats and floor, swimming platform, handrails on deck and at companionway, companionway frame, gunwale and bulwark. Two 10 mm smoked graphite PLEXIGLAS stripes corresponding with the deck line, covering 8 portlights in coach roof. Optionally openable Lewmar coach roof portlights with mosquito net. Stylish bow and aft rails. Sturdy bow-anchor fitting with rollers secured directly in the deck. Two-level anchor locker, lower part for chain, upper for mooring lines and bumpers. Six robust AISI 316L steel cleats, with pairs at the bow, stern and mid-deck. Around deck double railing with stainless steel wire in white PVC jacket secured to bow and aft rails and railing pillars. Bow platform with strong support and fittings for additional stay (genoa, gennaker or code zero). At mid-deck ends on both sides 2 sets of drains for draining rainwater overboard just above the water line to prevent dirty streaks forming on hull. Water and fuel inlets on deck are placed away from each other on opposite sides in order to prevent mistakes. Genoa sheet cars can be locked and adjusted from cockpit with halyards. 2 self-tailing Antal 40 XT genoa sheet winches. 2 self-tailing Antal 30 XT halyard winches and 10 Antal clutches. Easy communication on deck – all halyards hidden under the deck and all four Lewmar Flush hatches aligned with deck surface: two size 44 in mess room and bow cabin, two size 10 in bathroom and above galley. Large swimming platform at the transom with comfortable access from cockpit. Long folding ladder with wide flat steps; ladder hinges concealed for bare foot protection; handrail at the lowest step of swimming platform.

Cockpit
Self-draining. Cockpit benches 2.15m long. Cockpit length measured from skipper's seat to companionway 2.50m. On port side, shallow, dry locker for small articles (winch levers, mooring ropes, etc.). On starboard side, deep, dry locker with shelves, easily accessible storage space for hatchboard, toolbox, extra sails and various devices. Separate locker for two 2kg gas cylinders. Wide seat at helm with comfortable backrest attached to the mast bearer. At the skipper'spost,floor edges are slightly curved at a 15-25^{O} angle range for more comfort in heels. Skipperseat sides can be lifted for easier access to swimming platform. Milky acrylic sliding hatch (or fibreglass) with teak handgrip. Sliding hatch with bearing mechanism. Two-piece 10mm Plexiglas hatchboard with lock.

Skipper's post
Steering pedestal with reliable angle drive (LEWMAR ENGUARD). Leather lined Ø910 steering wheel with lock. Panel on pedestal with: navigational light switches (optionally deck light, cockpit light, horn), navigational instrument displays, Plastimo Offshore magnetic compass. Practical rail with engine lever casing. Engine instrument panel placed in compartment on starboard side within skipper's reach. Mainsail and genoa sheet winches handled from cockpit.

Deep rudder
Rudder shaftwith AISI 316L thick seamless tube and JEFA MARINE needle bearings. Drive from pedestal to rudder transferred through an angle lever. Rudder halyard and counter-halyard pass through the rudder shaft. Halyard cleats placed under skipper's seat, on shaft top. Folding, profiled rudder blade made of laminate. Rudder fitting is welded with stem. Backup tiller.

Mast and rigging
12.5 m mast based on the C175 section from SELDEN with two pairs of spreaders. Robust standing and running rigging to prevent material fatigue. Aft-stay fixed. Gennaker / genoa / code zero fittings at bow platform as standard. FURLEX 204S genoa roller; AISI 316L turnbuckles, BA1032 bronze frames – chromium-plated. Windex wind sensor. Mainsail sheet 1:6, genoa sheets. Halyards: jib, main, cunningham, boom vang, topping lift, lazy jack, reef level 1, reef level 2 – all handled from cockpit. Spreader flag halyards cleated to the mast.

Sails
Mainsail 26.73 m², 4 full battens, Fibercon Pro Radial 280 g/m^2 material, radial sewing, sliders + batten cars. Fast reef system - 2 reef levels handled from cockpit. Mainsail lazy jack cover made of UV resistant fabric.
20.16 m² rollable genoa, Fibercon Pro Radial 280 g/m^2 material, radial sewing, UV resistant stripes on foot and leech.

Interior
Sapele mahogany finish in standard. Silk matt varnish. All lockers with concealed hinges. Raw teak stair steps. Teak floor with sycamore stripes - raw. Plywood ceiling with longitudinal cuts - white matt. 11cm layered mattresses on all berths: 10cm hard PU foam bottom, 1cm soft top. Raw plywood under mattresses, numerous ventilation holes to prevent condensation. Conveniently placed handrails. Portlights with curtains, bow cabin and mess room hatches with roller blinds and mosquito net, hatches in bathroom and galley with mosquito nets. Extra hatchboard section with mosquito net.

Mess room
Comfortable couches with full backrest: both straight, 2.05m. Space behind backrests: storage compartments and lockers. Table with folding sides between couches. Height in mess: at companionway 1.91 m, at mast support 1.87 m. Fuse panel and navigation table on port side.

Galley
Large working surface made of durable composite material – CORIAN / STARON. Well insulated fridge chamber (Isotherm) with top cover, Danfoss refrigerator compressor 40L/12V/45W. Stainless steel sink with double sided cover (Corian/chopping board). Gas cooker with oven on cardan shaft, pot holders; oven door lock, cardanshaft lock. Cooker cover. Gas pipe safety valve. Hatch with mosquito net. Numerous lockers and drawers for pots, plates, cutlery. Breadbasket. Dedicated room for wastebasket under the sink.

Bathroom/toilet
White laminate bulkheads and lockers. Teak grating on floor. Shower water outlet to bilge or holding tank (optionally). Laminate washbasin. Large mirror. Reliable JABSCO manual toilet. Holding tank 68L, emptying gravitational or suctioned through deck outlet. Locker beneath washbasin. Ventilation through hatch opening.

Separate bow cabin
Double berth 2.00m, Width at feet 45cm, at shoulders 155cm. Double shelves on both sides. Locker on starboard side. Spacious lockers for bedding under the mattress. Hatch with roller blind and mosquito net.

Separate aft cabin
Comfortable vestibule 1.90m min height, with large wardrobe for hanging clothes. Hatch with mosquito net. Comfortable double berth 2.10m long, 1.55m wide at shoulders, 1.00m wide at footend. Double shelves at the side. Lockers under the mattress.

Engine.
YANMAR 3YM20, 3 cylinder, 15,7kW/21HP, reverse reduction gearbox KM2P1 with straight shaft. Folding 2-blade propeller 16”/11 Standard FLEXOFOLD. Engine chamber: sound absorbing, thermally isolated, with easy service access and LED light. Solid base welded with grate; 4 rubber engine mounts efficiently reduce vibrations and noise. Gravitational ventilation of engine and battery chambers. Cylinder block cooled with fluid. Exhaust cooled with outboard water; outlet: Rubber pipe, silencer, siphon. Big outboard water filter. Power support from separate starting battery 60Ah 12V AGM. Efficient alternator 125A. Diode charging separator. Engine panel with Start/Stop switch in cockpit. Detachable mainswitch on the inside.

Fuel installation.
Fuel tank 92L filled through deck inlet. Initial fuel filter with water separator between tank and engine, second one in engine. Range on steady water with 2400RPM is approximately 300 miles.

Fresh water system.
232L water tank made of stainless steel filled from deck. Pressure installation. Quiet and efficient with RPM regulation, automatically adjusting to water flow. Chrome taps in bathroom and kitchen. Hoses, pipes and connections meet drinking water requirements.

Bilge system.
Electric bilge pump turning on automatically. Additional efficient manual bilge pump with lever handled from cockpit.

12V electric installation.
Two separate battery sections. „Start” 60Ah AGM for engine and „Hotel” 114Ah AGM for general use. Batteries are charged with 125A alternator of running engine. Diode charging separator Intelle controls the current during charging. Main fuse panel secures all devices on boat and allows to attach some additional. Fuel and water level is displayed on gauges. Economical LED lights placed in essential spots. At berths lights are adjustable. Typically there are 3 12V sockets and 3 x 2 USB sockets. LED Navigation lights. Full and detailed electrical installation scheme.

Instruments.
Mounted to hull: depth, speed, temp, smart sensor RAYMARINE DST800. Multifunctional display mounted on steer pillar panel RAYMARINE i70 (optionally it can handle wind sensor, AIS); magnetic compass PLASTIMO Olympic; place for autopilot display, chart plotter, GPS. Engine instruments panel, engine hours gauge, start/stop button are in the cockpit. Fuel, fresh water, holding tank gauges are at main fuse panel in mess room.

Ventilation.
Four deck hatches, closing vent in hatchboard, solar vent in bow cabin.

Boat bottom protection.
Hull below waterline with additional protection against osmosis as a standard: four layers of epoxy base and two layers of antifouling.

Safety first.
Every inlet can be quickly and easily locked with ball valves made of acid resistant steel AISI 316L and sealing of DERLIN. Double clamps below waterline. In the toilet system hoses with anti-diffusion barrier. Fire resistant fuel hoses and with anti-diffusion barrier. All the wires are led within special pipes isolated from laminate and secured against damage. Comfortable access to the bilge. All the inlets and hull-mounted devices are easily accessible. Two fire extinguishers: one in mess room, second in aft cabin close to engine chamber.

Additional equipment.
- Flag pole
- 6 bumpers 55cm long
- Mooring lines 14mm with spliced loop at one end: 2 x 15m, 2 x 7,5m, 1 x 10m
- 2 winch levers: long (250mm) and short (200mm).

Design category.
Yacht is certified by GERMANISCHER LLOYD and fills requirements for CE A category (UNLIMITED OCEAN VOYAGES).

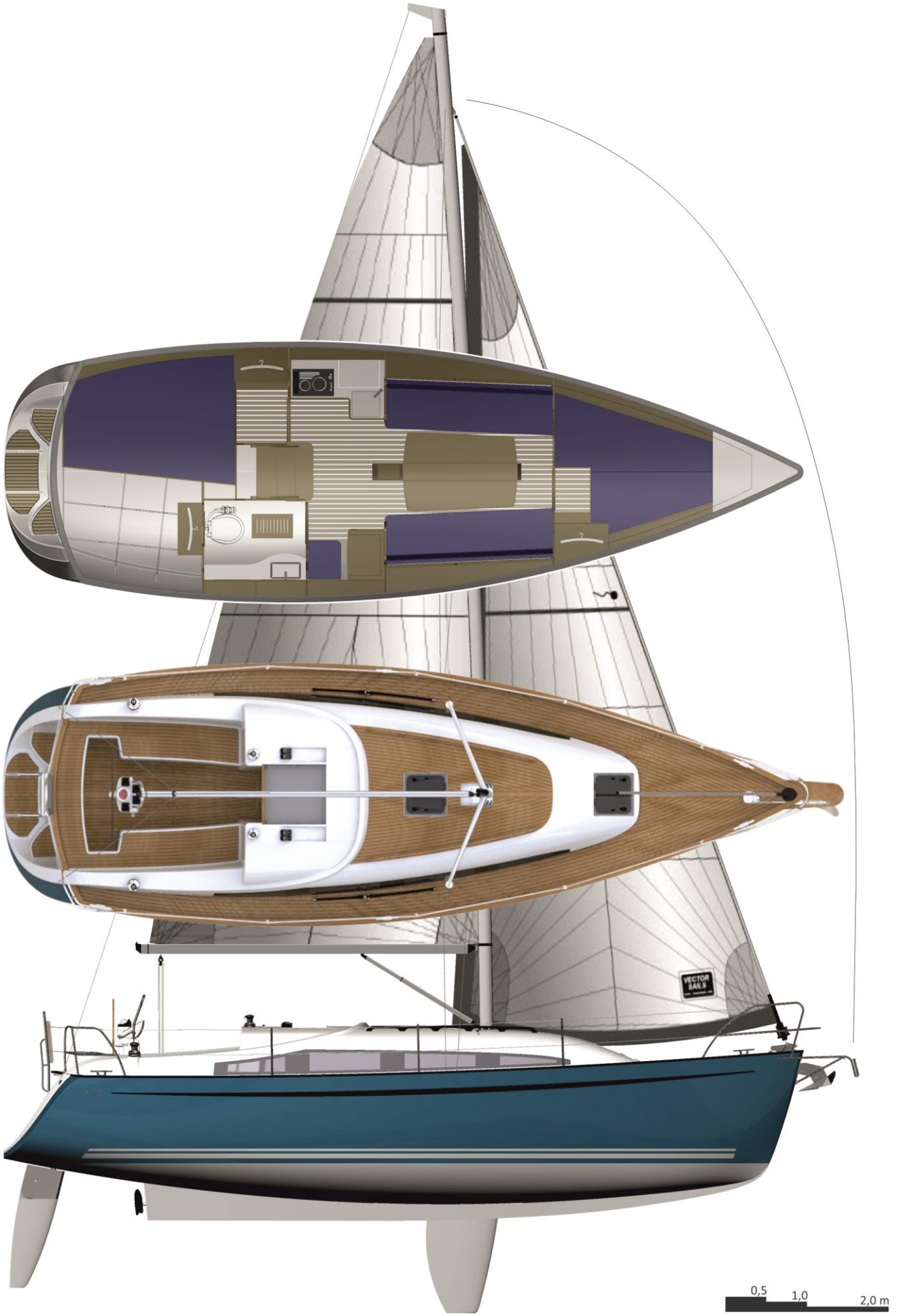
Warranty. WE ARE SURE OF QUALITY!
We are certain of our quality and therefore we can offer longer than required warranty period.
- Overall warranty for the boat is **3 years!**
- Warranty against osmosis is **6 years!**

Technical Data:

Design category	A - 6 persons | B - 9 persons	Mast length	12.50 m
Length overall	10.50 m	Height from waterline	14.20 m
Length of hull	9.78 m	Sail area	main 26.73 m^2, genoa 20.16 m^2
LWL	8.86 m	Engine YANMAR 3YM20	21 HP
Beam overall	3.18 m	Fuel tank	92 L
Draught min. / max.	0.65 m / 1.78 m	Water tank	232 L
Weight	5130 kg	Holding tank	68 L
Displacement	6400 kg	Height at companionway	1.91 m
Ballast in shallow keel	1750 kg	Height at mast support	1.87 m
Weight of centreboard	180 kg	Constructor	Jacek Wąsowski

We reserve the right to make changes.

Additional equipment choice can affect standard specification.


VECTOR
SAILS
0,5
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